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**Riverside County Transportation Commission:** Robin Lowe, Hemet

**Ventura County Transportation Commission:** Bill Davis, Simi Valley

## MEETING OF THE

# TRANSPORTATION CONFORMITY WORKING GROUP

**Tuesday, April 26, 2005  
10:00 a.m. – 12:00 p.m.**

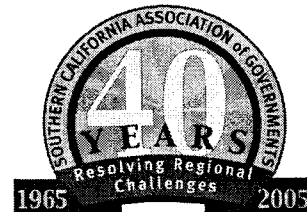
## SCAG Offices

**818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Riverside 'A' Conference Room  
Los Angeles, California 90017  
213. 236.1800**

## Agenda Attached

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Ted Harris at 213.236.1916 or [harrist@scag.ca.gov](mailto:harrist@scag.ca.gov).

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.



# TRANSPORTATION CONFORMITY WORKING GROUP INTERAGENCY CONSULTATION **AGENDA**

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## ITEM

- |            |   |                               |
|------------|---|-------------------------------|
| <b>1.0</b> | <b><u>Call to Order</u></b>   | Chair Ty Schuiling,<br>SANBAG |
| <b>2.0</b> | <b><u>Welcome and Introduction</u></b>  | Chair Ty Schuiling,<br>SANBAG |
| <b>3.0</b> | <b><u>Public Comment Period</u></b><br><i>Members of the public desiring to speak on an agenda<br/>item must notify the Secretary prior to speaking.<br/>Comments will be limited to three minutes.</i> |                               |
| <b>4.0</b> | <b><u>Chair's Report</u></b>  | Chair Ty Schuiling,<br>SANBAG |
| <b>5.0</b> | <b><u>Action Items</u></b>  |                               |
| 5.1        | <b><u>Approval of the February 22, 2005<br/>Meeting Summary<br/>Attachment</u></b>  | Chair Ty Schuiling,<br>SANBAG |
| <b>6.0</b> | <b><u>Information Items</u></b>   |                               |
| 6.1        | <b><u>2004 RTIP Update<br/>Attachments</u></b>  | Rosemary Ayala<br>SCAG Staff  |
| 6.2        | <b><u>2004 RTP Update</u></b>   | Sina Zarifi<br>SCAG Staff     |
| 6.3        | <b><u>PM 2.5 Guidance Update</u></b>  | Dave Jesson<br>EPA Staff      |
| 6.4        | <b><u>2007 AQMP Update</u></b>  | Eyvonne Sells<br>SCAQMD Staff |
| 6.5        | <b><u>Reauthorization Update</u></b>  | Jean Mazur<br>FHWA Staff      |
| 6.6        | <b><u>NEPA Update</u></b>   | Jean Mazur<br>FHWA Staff      |

# TRANSPORTATION CONFORMITY WORKING GROUP INTERAGENCY CONSULTATION

## AGENDA

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### ITEM

6.7 **TCM Monitoring Process  
Attachment**

Ted Harris/Mike Gainor  
SCAG Staff

6.8 **Information Sharing**

Group Discussion

7.0 **Comment Period**

Chair Ty Schuiling, SANBAG

*Any Working Group member, member of the public or staff desiring to comment on items not covered on the agenda and within the Working Group's jurisdiction may do so at this time. Comments should be limited to three minutes.*

8.0 **Adjournment**

Chair Ty Schuiling, SANBAG

The next Transportation Conformity Working Group meeting is scheduled for Tuesday, May 24, 2005 at SCAG offices.

Please provide 30 copies of materials you would like to distribute at the meeting. If you have any questions, please contact Ted Harris at (213) 236-1916 or [harrist@scag.ca.gov](mailto:harrist@scag.ca.gov).

**If you would like to attend by conference call, please notify Ms. Cathy Alvarado at (213) 236-1896 or e-mail [alvarado@scag.ca.gov](mailto:alvarado@scag.ca.gov) by Thursday, April 21, 2005.**

# **ATTACHMENT #1**

## **TCWG Meeting Summary February 22, 2005**

# **Transportation Conformity Working Group**

## **Interagency Consultation**

### **Meeting Summary**

**Tuesday, February 22, 2005  
10:00 AM – 12:00 PM**

**Southern California Association of Governments  
818 W 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Los Angeles, CA 90017  
Riverside 'A' Conference Room**

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The Transportation Conformity Working Group (TCWG) held its monthly meeting on Tuesday, February 22, 2005 at SCAG's downtown offices. The following summary is intended to summarize the matters discussed. An audio recording of the entire meeting is available for review at SCAG's office.

#### **1.0 CALL TO ORDER**

The meeting was called to order at about 10:00 AM by Doug Kim, MTA, on behalf of Chair Ty Schuiling, SANBAG.

#### **2.0 WELCOME AND SELF-INTRODUCTIONS**

##### **ATTENDANCE:**

**In Person:** Rosemary Ayala, SCAG  
Al Bowser, SCAG  
Eric Carlson, MTA  
Herman Cheng, MTA  
Mike Gainor, SCAG  
Jose Gutierrez, LA-EAD  
Ashad Hamideh, MTA  
Ted Harris, SCAG  
Doug Kim, MTA  
Sylvia Patsaouras, SCAG  
Arnie Sherwood, ITS/UCB  
Leann Williams, Caltrans District 7  
Sina Zarifi, SCAG

##### **Via Teleconference/Videoconference:**

Joe Cassmassi, SCAQMD  
Paul Fagan, Caltrans District 8  
Kathryn Higgins, SCAQMD  
Dave Jesson, US EPA  
Jean Mazur, FHWA  
Jonathan Nadler, SCAQMD  
Dennis Wade, CARB  
Jeff Weir, CARB  
Jill Whynot, SCAQMD

### **3.0 PUBLIC COMMENT PERIOD**

There were no public comments at this meeting.

### **5.0 ACTION ITEMS**

#### **5.1 Approval of the December 10, 2004 Meeting Summary**

Approved Unanimously.

### **6.0 INFORMATION ITEMS**

#### **6.1 2004 RTIP Update (Rosemary Ayala, SCAG)**

Rosemary Ayala (SCAG) presented an update on the 2004 RTIP, reporting that Amendments #1 and #4 have been approved by FTA and FHWA, and formal letters of approval are forthcoming. Ms Ayala explained that Amendment #6, the STIP reconciliation amendment, is currently being processed by SCAG staff, and that analysis for Riverside, San Bernardino, and Orange counties has been completed. Staff analysis for Los Angeles and Imperial counties will be completed this week. All counties included in Amendment #6 will be forwarded to the funding agencies by March 8, 2005. Caltrans will start reviewing county amendments as they are received in order to quickly process the full amendment.

#### **6.2 RTP Update (Naresh Amatya, SCAG)**

Naresh Amatya (SCAG) presented an update on the 2004 RTP. He reminded members that the RTP is updated every 3 years, with the next document scheduled for completion in April, 2007, with a conformity lapse date of June, 2007. Mr Amatya reported that regional fiscal issues could potentially warrant an earlier than scheduled RTP update. However, the Transportation and Communications Committee (TCC) has directed SCAG staff to proceed for now on the original 2007 triennial update schedule. The situation regarding the possible need for an earlier update will be closely monitored by the Committee. The possibility of a RTP amendment must be determined by December 5, 2005, in order not to conflict with activities required for the timely development of the new 2007 document. Mr Amatya stated that it is still too early to preclude the possibility of a RTP amendment. Doug Kim (MTA) asked what would prompt SCAG to move on an interim RTP. Naresh answered that it would be a regional decision based on fund estimates. Mr Kim then asked if SCAG is proceeding on the regular triennial RTP update schedule, are federal and state agencies pushing SCAG to amend the 2004 RTP. Mr Amatya responded that they are not.

### **6.3 EPA PM 2.5 Rule Update (Dave Jesson, US EPA)**

Dave Jesson (EPA) reported that the PM 2.5 Rule was published on January 5th, and has an effective date of April 5, 2005, which is when the one year grace period begins. The PM 2.5 Implementation Rule will be proposed before April 5th, and finalized by the end of the year. States must submit PM 2.5 attainment plans by April 5, 2008. Mr Jesson also reported that EPA is in the process of reviewing PM standards, and that the second draft report of PM standards was released on January 31. He mentioned that health evidence indicates that higher standards for PM 2.5 may be warranted. An EPA staff paper on revised PM standards will be released by mid-2005, and will provide a better estimate of what the final standards might be. The final standards should be available by September, 2006. Doug Kim (MTA) asked what additional steps are required in the approval process. Mr Jesson answered that it includes a public comment period. Mr Kim asked whether there will be any new non-attainment areas. Mr Jesson responded that currently only the South Coast Air Basin (SCAB) and San Joaquin are designated as non-attainment, however, revised standards would likely include many more areas.

### **6.4 2007 AQMP Update (Jonathan Nadler, SCAQMD)**

SCAQMD provided an update of the 2007 AQMP development process. Important milestones in the development of this document include: June, 2005 (freezing of emissions inventory); August, 2006 (release of draft SIP); March, 2007 (AQMP); April, 2007 (SCAG RTP due); and June, 2007 (proposed SIP submitted to EPA). Currently SCAQMD staff are updating emissions inventories and performing pre-modeling work. SCAQMD and CARB are cooperating on railroad emissions analyses. Joe Cassmassi of SCAQMD staff is developing the meteorological inventory.

### **6.5 CO Maintenance Plan Update (Joe Cassmassi, SCAQMD)**

Joe Cassmassi (SCAQMD) provided a summary of recent CO Maintenance Plan activities. Mr Cassmassi reported that SCAB is the only serious CO non-attainment area in the state. However, in 2002 SCAB attained the standard, and maintained it in 2003 and 2004. SCAQMD is now in the process of submitting a letter to EPA requesting that SCAB be redesignated as being in attainment of the CO NAAQS. This matter will be further considered at the March 4 meeting of the SCAQMD Board.

### **6.6 TCM Monitoring Process Workgroup (Mike Gainor, SCAG)**

Mike Gainor (SCAG) presented information regarding the upcoming TCM Working Group meeting scheduled for March 15 at SCAG.

### **6.7 8-Hour Ozone Conformity Determination (Ted Harris, SCAG)**

Ted Harris (SCAG) reported on current status of the 8-Hour Ozone Conformity Determination. Mr Harris informed members that the packet will be mailed out for FHWA approval in March. Sylvia Patsaouras (SCAG) mentioned that the 8-Hour Ozone packet was held until now to be consistent with the STIP amendment.

### **6.8 Information Sharing (Group Discussion)**

Doug Kim (LACMTA) asked whether any of the federal agencies have an update on reauthorization. Jean Mazur (FHWA) responded that no new information was available.



## **7.0 COMMENT PERIOD**

Jean Mazur (FHWA) suggested that a meeting discussing the NEPA approval process be beneficial. Ted Harris (SCAG) answered that SCAG would welcome such a meeting. Ms Mazur suggested that she could include this discussion as an item on the agenda for the next TCWG meeting and determine whether enough interest is generated to schedule a separate meeting on the topic.

## **8.0 ADJOURNMENT**

The meeting adjourned at approximately 12:00 Noon.



# **ATTACHMENT #2**

## **RTIP Expedited Project Selection Procedures**

# REPORT

DATE: May 5, 2005

TO: Regional Council

FROM: Rosemary Ayala, Lead Regional Planner  
(213) 236-1927, ayala@scag.ca.gov

SUBJECT: Regional Transportation Improvement Program (RTIP) Expedited Project Selection Procedures

## EXECUTIVE DIRECTOR'S APPROVAL:

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RECOMMENDED ACTION: Approve the attached RTIP Expedited Project Selection Procedure.

BACKGROUND: The Southern California Association of Governments RTIP staff worked with the County Transportation Commissions and the Imperial Valley Association of Governments through the RTIP meetings and with the transit operators in developing RTIP Expedited Project Selection Procedures.

The expedited project selection procedures are permissible under Federal regulations and basically allow projects from the second and third year of the RTIP to move forward.

23 CFR 450.332 states:

"If the State or transit operator wishes to proceed with a project in the second or third year of the TIP, the specific project selection procedures stated in paragraphs (a) and (b) of this section must be used unless the MPO, State and transit operator jointly develop expedited project selection procedures to provide for the advancement of projects from the second or third year of the TIP".

These procedures will allow projects to move from the second or third year of the approved RTIP into the first year without an RTIP amendment. The programming of carryover Regional Surface Transportation Program (RSTP) and Congestion Mitigation Air Quality (CMAQ) funds is not allowed. The county transportation commissions and Imperial Valley Association of Governments programming limits are constrained by fiscal year apportionment for CMAQ and RSTP funds.

In addition, the procedures will allow the SCAG region to take advantage of additional obligational authority for RSTP or CMAQ and other federal funds that may become available on June 1 of each year. For example if another Metropolitan Planning Organization (MPO) in California is unable to obligate all of its RSTP or CMAQ funds during the fiscal year, and the SCAG region has projects programmed in the second and third year of the RTIP that can be delivered, funding could be secured and the projects advanced.

There are three basic steps to the procedure and are as follow:

- Step 1 County Transportation Commissions and Imperial Valley Association of Governments identifies projects that can be advanced and provide SCAG with a listing of the proposed projects and

# REPORT

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obtain SCAG concurrence to proceed.

- Step 2      County Transportation Commissions and Imperial Valley Association of Governments then work with Caltrans on obligating state/federal funds for projects within the first three years of the TIP that are “ready to go”.
  
- Step 3      County Transportation Commissions and Imperial Valley Association of Governments amend the RTIP to reflect those projects that were delivered in advance in the first available RTIP amendment.

These procedures require Caltrans approval. In discussions with Caltrans staff they indicate that upon approval by the SCAG Regional Council they will promptly review and approve the procedures so that they are in place by June 1.

In conclusion, the RTIP Expedited Project Selection Procedures are a tool in which to advance and expeditiously implement projects in the SCAG region.

**FISCAL IMPACT:** No direct impacts to SCAG, significant benefit to the SCAG region in advancing project delivery and obligating federal funds.



## **Regional Transportation Improvement Program Expedited Project Selection Procedures**

### **County Transportation Commissions and Expedited Project Selection Procedures**

Under State law (AB 1246), the County Transportation Commissions (CTCs- Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, San Bernardino Associated Governments, Riverside County Transportation Commission, Ventura County Transportation Commission, and Imperial Valley Association of Governments) are responsible for developing the county transportation improvement programs. To do this, the CTCs conduct the Call for Projects and the projects undergo the CTC approval process by their various policy and technical advisory committees and ultimately by their respective boards. The policy and technical advisory committees are comprised of their elected officials, transit operators and others. Each county incorporates its projects into the county TIP for submittal to SCAG. SCAG in turn prepares the RTIP using the county TIPs.

SCAG publishes the RTIP guidelines at the beginning of each RTIP cycle and outlines all federal, state, and MPO requirements for project listings. This is to facilitate the Call for Projects by the CTCs.

SCAG analyzes all of the county TIP projects for consistency with the Regional Transportation Plan (RTP) and for financial constraint. SCAG incorporates the eligible projects into the Regional Transportation Improvement Program (RTIP) for conformity analysis. Projects that are not consistent with the federal and MPO requirements are not incorporated into the RTIP.

Should conflicts arise, they are worked out with the CTCs, SCAG's Regional Council and the Regional Transportation Agencies Coalition (RTAC). If a project should fall out, then SCAG coordinates with the CTCs to replace it. The Transportation Conformity Working Group also serves as a mechanism for interagency consultation for TIP issues between staff representatives from SCAG, the CTCs, Caltrans, and federal and state agencies.

### **Project Programming**

Once the CTCs and the Imperial Valley Association of Governments (IVAG) have programmed funds to projects, as required by state and federal statutes, projects are then included in the RTIP in accordance with the estimated project delivery schedules. The first three years of the RTIP are required to be financially constrained, and programming beyond this period is for planning purposes only.

- |        |  |
|--------|--|
| Step 1 | The CTC's/IVAG have established that projects programmed in the first three years are priority projects for the region and are programmed according to estimated project delivery schedules at the time of the TIP submittal. SCAG incorporates the county TIPs into the Regional TIP as submitted by the CTCs/IVAG in accordance with the appropriate transportation conformity and RTP consistency requirements. |
| Step 2 | SCAG performs all required conformity and consistency analysis and public hearings on the RTIP and adopts the RTIP.  |
| Step 3 | SCAG submits the RTIP to the Governor (Caltrans) for incorporation into the State's Federal TIP, and SCAG simultaneously submits the conformity findings to the FHWA, FTA, and EPA for the final conformity determination.   |

## **Regional Transportation Improvement Program Expedited Project Selection Procedures**

### **Expedited Project Selection Procedures**

23CFR450.332

“If the State or transit operator wishes to proceed with a project in the second or third year of the TIP, the specific project selection procedures stated in paragraphs (a) and (b) of this section must be used unless the MPO, State and transit operator jointly develop expedited project selection procedures to provide for the advancement of projects from the second or third year of the TIP”

In order to address the above regulation the SCAG regions (SCAG, County Transportation Commissions (CTCs), Imperial Valley Association of Governments (IVAG) and transit operators) developed and agree to the following expedited project selection procedures.

Projects programmed within the first three years may be advanced to accommodate project schedules that have proceeded more rapidly than estimated. This advancement allows project sponsors the flexibility to deliver and obligate state and/or federal funds in a timely and efficient manner. Nevertheless, non-TCM projects can only advance ahead of TCM projects if they do not cause TCM projects to be delayed.

- Step 1      CTCs/IVAG identify projects that can be advanced and provide SCAG with a listing of the proposed projects and obtain SCAG concurrence to proceed.
- Step 2      CTCs/IVAG then work with Caltrans on obligating state/federal funds for Projects within the first three years of the TIP that are “ready to go”.
- Step 3      CTCs/IVAG amend the RTIP to reflect those projects that were delivered in advance in the first available RTIP amendment.

# **ATTACHMENT #3**

## **RTIP Amendment Approval Procedure**

# REPORT

DATE: May 5, 2005

TO: Regional Council

FROM: Rosemary Ayala, Lead Regional Planner  
(213) 236-1927, ayala@scag.ca.gov

SUBJECT: 2004 Regional Transportation Improvement Program (RTIP) Amendment  
Approval Procedure

## EXECUTIVE DIRECTOR'S APPROVAL:

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RECOMMENDED ACTION: Approve the revised RTIP amendment approval procedure.

BACKGROUND: The Southern California Association of Governments (SCAG) Regional Council, in October 2004, approved the RTIP Amendment Approval Procedure, which is included in the 2004 Regional Transportation Improvement Program (RTIP) Guidelines. This procedure grants authority to the SCAG Executive Director to approve and transmit RTIP amendments to the state and federal agencies.

In recent discussions with the Federal Highway Administration they indicated that SCAG's current RTIP Amendment Approval Procedure does not state that the executive director has the authority to make the conformity determination. Therefore, the RTIP Amendment Approval Procedure language must be revised to specifically state that the SCAG Executive Director has the authority to make the conformity determination.

The language approved by the SCAG Regional Council with revisions reflected in bold/italics are as follow:

### E. RTIP Amendment Approval Procedure - SCAG Executive Director Authority

The Regional Council *hereby* grants authority to SCAG's Executive Director to approve ***Regional Transportation Improvement Program (RTIP) amendments and associated conformity determination*** and ***to*** transmit to the state and federal agencies amendments to the most ***currently*** approved RTIP.

These amendments must meet the following criteria:

- changes that do not affect the regional ***emissions*** conformity analysis
- changes that do not affect the timely implementation of the Transportation Control Measures
- changes that do not adversely impact financial constraint
- changes that are consistent with the adopted Regional Transportation Plan

# REPORT

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All other amendments must be approved by the Regional Council.

The amendment process is a lengthy process. This revision will prevent the addition of two to three months to the existing process.

FISCAL IMPACT: No direct impacts to SCAG.



# **ATTACHMENT #4**

## **Transportation Control Measure (TCM) Implementation Process**

# MEMO

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**DATE:** April 26, 2005

**TO:** Transportation Conformity Working Group

**FROM:** Ted Harris & Mike Gainor

**RE:** Transportation Control Measures (TCM) Implementation Process

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## **Background**

A TCM is a transportation project or program that is specifically designed and implemented to reduce vehicle use or highway congestion conditions in order to reduce transportation source emissions and improve air quality.

In the SCAB, SCAG has generally defined TCMs in three categories:

- HOV lanes and their pricing alternatives
- Transit and non-motorized modes
- Information-based strategies

## **TCM Project Implementation Definitions**

For purposes of TCM timely implementation monitoring, TCM's are grouped into the following categories:

- **Potential TCM Projects:** Only those projects meeting the specifications defined in the prevailing SIP can be designated as TCMs. These categories are intended to define the region's transportation strategies and control measures to reduce air pollution emissions from on-road mobile sources, and to provide guidance on the sorts of projects that can be considered in the event that a TCM substitution becomes necessary.
- **TCMs for Timely Implementation Reporting:** Only those TCM projects that have been committed to implementation in the first two years of the prevailing RTIP are considered for purposes of formal project implementation tracking. Based on guidance from FHWA/FTA, a project is considered committed when, in the case of highway projects, funds are first programmed for right-of-way acquisition, or, in the case of non-highway projects, funds are committed for actions subsequent to design and evaluation in the first two years of the prevailing RTIP.

## **Timely Implementation Reporting**

The Timely Implementation Report, submitted as part of each Conformity Determination, reports on committed TCMs—those projects which have had money programmed for right-of-way acquisition or for post-design implementation in the first two years of the prevailing RTIP.

SCAG tracks project implementation of TCM projects as part of its RTP/RTIP update process. Over the years, SCAG has been elaborating and refining the Timely Implementation Reporting process, in response to comments and feedback received from the Federal agencies and other stakeholders. SCAG remains committed to refining the process to satisfy the diverse needs of the federal, state, regional, and local agencies that participate in the regional transportation planning process.

SCAG currently uses the following steps to determine the timely implementation status for projects designated as TCMs:

- Projects are identified as committed TCM's. To achieve this designation, highway TCM projects must have funds programmed for right-of-way acquisition or construction during the first two years of the prevailing RTIP. Non-highway TCM projects must have funds committed for actions subsequent to design and evaluation in the first two years of the prevailing RTIP.
- Project data spreadsheets used by SCAG to compile and report on regional transportation projects are consolidated and sorted to generate a list of all projects designated as committed TCMs. The list contains complete details on project identification and description, along with implementation and scheduling information.
- After SCAG staff reviews the list for any missing data, and project TCM designations are confirmed, the spreadsheet is divided into county-based lists. These lists are transmitted to the respective County Transportation Commissions (CTCs), with a request for project implementation status, including a narrative description of the current project stage and a report on any potential changes to the anticipated completion date.
- In such cases where the completion date for a designated TCM project appears to indicate a potential delay, the CTCs are requested to provide a narrative describing the reasons for the delay, and steps currently being taken to remediate the implementation schedule including, when appropriate, project substitutions.

## **2004 RTIP Development**

- During the 2004 RTIP development process, SCAG reviewed the project data received from the CTCs and requested clarifications as necessary.
- Projects reported as having been successfully completed were designated as such.
- Originally reported completion dates were then compared with the currently reported completion dates. For the 2004 RTIP, completion dates reported in the 2002 RTP, then the most recently approved and conforming regional transportation planning document, were used as a benchmark. A list was prepared of projects which exhibited a delay in completion dates.

- SCAG then hired a transportation engineer as a consultant to review the database of potentially delayed projects. The consultant reviewed all relevant data pertaining to each of these potentially delayed projects to identify any projects at risk of excessive delay, based on likely timeframes for project implementation. A list was prepared of TCM projects with substantial risk of being delayed.
- SCAG staff had numerous discussions with the County Transportation Commissions, including at the Executive Officers level, to discuss available options and potential resolutions to the impediments to timely implementation of the relevant TCM projects. The Transportation Commissions took appropriate action to resolve the implementation issues in the projects identified, including programming additional local funds as appropriate.
- As part of its Timely Implementation Report in the 2004 RTIP, SCAG recorded the resolution of each of the TCM projects designated as being potentially at risk of delay. This activity was also reported to the membership of the Transportation Conformity Working Group (TCWG).
- The final Timely Implementation Report for TCM Projects was included as part of the 2004 RTIP and submitted for review by the state and federal agencies.

### **Proposed Improvements for Timely Implementation Reporting**

On the basis of comments and feedback received, a number of changes are being instituted by SCAG for future Timely Implementation Reports to be included as part of future RTPs and RTIPs. These include the following key steps:

- SCAG staff is currently developing a new RTIP database which will include new and improved reporting and project monitoring functionality for TCM's.
- Every project designated as a TCM will carry with its record the date on which it was proposed and the project completion date anticipated at that time. These two date records will carry forward in the new RTIP database, and shall be part of all subsequent implementation reports.
- Any development affecting implementation would be reported to SCAG by the CTCs on an on-going basis, as part of the quarterly Timely Implementation Reporting protocol now being instituted by SCAG.
- At least once a year, SCAG will prepare a memo to the TCWG that identifies any TCM delays.
- In the event that a designated TCM project encounters a significant impediment to implementation, the Transportation Conformity Working Group (TCWG) will be informed and participate in discussions to resolve the delay or difficulty. In such cases where the impediment is serious enough to warrant substitution, the TCWG will participate in the discussion of a comparative analysis assessing the substitution.

## **TCM Project Substitution**

If a TCM project cannot be implemented or is irretrievably delayed, then a TCM substitution must be implemented. The TCM project substitution process under the prevailing 1994 SIP, specifies that the proposed substitute project not already be part of the AQMP, and that there be a demonstration of emission reduction equivalency.

According to the 1994 SIP, substitute TCM projects must:

- Provide emission reductions equal to or greater than the project being replaced.
- Be permanent and effective for the same time frame as the project being replaced.
- Target the same pollutant or precursor as the project being replaced.
- Be contained within the same geographic area (air basin) as the project being replaced.
- Have the same implementation time-frame as the project being replaced, or, at worst, no later than the date for which emission reduction credits were claimed.
- Provide evidence of the availability of adequate funding for implementing the replacement TCM by the sponsoring agency or agencies.
- Not interfere with the timely implementation of other TCM projects.
- Demonstrate a legal commitment to implement the replacement TCM by the sponsoring agency or agencies.

## **Next Steps**

- Through improved monitoring and reporting methods, SCAG will work to ensure that committed TCM projects will continue to receive funding priority and will be implemented on schedule. In the case of possible delays, obstacles to implementation will be overcome.
- SCAG will continually evaluate TCM projects to determine current status of implementation through to project completion.
- SCAG will continue efforts to ensure interagency coordination. The implementation of TCM projects requires the concerted efforts of regional, federal, state, and local agencies.
- As we look toward the 2007 SIP, we can consider revising the TCM substitution process.

# **Timely Implementation of TCM Process**

